Titusville Morning Herald.

All Sorts.

The Russians have a festival just before the breaking up of the ice on the Neva. The Emperor and everybody go on the ice, some one cuts a hole in it, and an officer hands the Emperor a glass of water, which he must drink every drop, and hand the glass back to the officer full of gold coin. Once upon a time the officer handed His Majesty a quart glass, and after that the size of the glass was prescribed by law.

Several car loads of stock hogs have arrived at St. Joseph, Missouri, from Illinois, within a few days, on their way to Andrew and adjoining counties in Missouri. The cause of this "Westward ho," movement is the failure of the corn crops in Illinois, and the medium or actually good crops in Western Missouri.

John Shively, of Nelson, Wisconsin, went into his field last week and opening a stack of wheat found it wet. He said he would look at the other, and if that was wet too, he would hang himself. It was wet, and he shot the top of his head off.

Mr. Curry, of Minneapolis, showed the *Tribune* of that city an ear of corn (a sample of a sixty-acre field) which is twelve inches long, bearing eighteen rows of corn, or a total of nine hundred and ninety-nine kernels on the ear.

Jacob Straub, a sixteen year old boy of Carlinville, Illinois, has been very much emaciated lately, but last week two doctors operated upon him for two hours, when he "yielded" a tape worm six hundred feet long, and now he feels better.

The lay of the poet and the lay of the hen are very much better than the lay of a lady on the shoulder of a man in public places of amusement.

Rabbi Joshua once met a boy who carried something in a covered vessel. "My boy," said Rabbi, "what have you in your covered vessel?" "If it was intended for you to know," replied the boy, "it would not be covered."

An ex-Union officer of high standing, lately arrived from Galveston, gives figures which show the ravages of the yellow fever to be unprecedented. At the time of General Griffin's funeral, out of the twenty-seven officers and four hundred and thirty-seven men on the rolls of the battalion stationed there, only four officers and twenty-four men could be obtained for escort duty.

Two gentlemen were conversing about wealth when one observed, "I don't care to be rich, but I would like enough so that I could live on four per cent. of my property." "I am not so ambitious; I should be satisfied with sufficient for two per cent. to maintain me."

During the war a lady passing from cot to cot through the wards of a hospital, was shocked to hear a soldier laughing at her. She stopped to reprove the wretched fellow. "Why look here, ma'am," says he, "you have given me a tract on the sin of dancing, when I've both legs shot off."

The Baltimore *American*, the leading Radical paper in Maryland, hoists the name of Grant for President in 1868. The Concord (N. H.) *Statesman* says that Gen. Grant may now be regarded as the next President of the United States; the conventional nomination and the November ballot being matters of form.

Berczowski, who attempted the life of the Emperor, arrived at Toulon on the 11th. As soon as he entered the precincts of the *bagne* the red jacket and green cap worn by those condemned for life were put on. A heavy chain was fastened to his left leg by a massive ring; he did not appear to suffer during the operation, and quickly rose, taking up the chain in his hand. The head was shaved in squares; that is, one square perfectly bare, and on the next the hair is left about a quarter of an inch long. In spite of this disfiguring process and the green cap, young Berezowski had a look of distinction, and even an intelligent expression of countenance.

A gentleman from Memphis lost, while in Louisville, a shirt stud containing a diamond worth some $4,800. A Nashville detective recovered the gem in Nashville. It was set in a finger ring and belonged to a Mr. Williams, of Cincinnati, who gave it up with reluctance, as he had purchased it in Ohio in perfect good faith.

St. Stephen's Roman Catholic Church in New York, has the pretty little income of $50,000.

Two hundred pounds of salt are used for each ton of ore in the new California process of extracting gold and silver.

MISCELLANEOUS.

DR. SAGE'S Catarrh REMEDY.

PRODUCES PERFECT AND PERMANENT *Cures of the WORST CASES OF CATARRH* as HUNDREDS OF TESTIMONIALS from well known citizens and eminent physicians abundantly attest.

Thousands Suffer numerous attacks annually and many a large proportion of every year from *COLD IN THE HEAD*, which if not speedily relieved and cured, *generally results in CATARRH*. Dr. Sage's Catarrh Remedy will relieve the *Pressure and Pain in the Head* caused by sudden attacks of cold AT ONCE, and in a short time will cure the disease entirely.

One Hundred Thousand Persons annually die in this country of Consumption. There is the highest medical authority for saying that with fully one-half, if not two-thirds of this number, the disease first commences as a CATARRH IN THE NOSE OR HEAD. The next step being to the *Throat* and *Bronchial Tubes*. Lastly, the *Lungs*. CATARRH CAN BE CURED. *Bronchial Affections can be Cured*, but CONSUMPTION CANNOT, therefore it should be prevented while possible.

The Remedy which we offer to the afflicted for the cure of Catarrh, is the result of years of patient experimental research by the discoverer, who has been a practicing physician for the past TWENTY YEARS, and who was himself a great sufferer from Chronic Catarrh, until he succeeded in discovering this remedy which effected a PERFECT AND RADICAL CURE in his own and subsequently in hundreds of other cases of this distressing malady.

FOR SALE BY DRUGGISTS GENERALLY.

Price 50c. per Package.

The usual discount to Druggists.

WE WILL SEND THE REMEDY TO ANY ADDRESS BY MAIL on receipt of an *uniform 60c Fractional Currency Note* and one three cent postage stamp. FOUR PACKAGES FOR $2 00 postage free.

☞ Send a two cent postage stamp and get Dr. Sage's pamphlet, which treats upon Catarrh, gives the cause, symptoms and rational principles of treating that disease, and contains numerous testimonials from those who have been cured by Dr. Sage's Catarrh Remedy, and also from eminent physicians who have used it in their private practice with unprecedented success.

ADDRESS, (writing name, Post Office, county and State plainly.) DR. SAGE & CO., Erie, Pa.

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ALLEN'S LUNG BALSAM

Is warranted to cure the most troublesome Cough in an incredibly short time. There is no remedy that can show more evidence of its merits than this BALSAM for curing

CONSUMPTION, COUGHS, COLDS, ASTHMA, CROUP, &c.

Physicians having consumptive patients, and having failed to cure them by their own prescriptions should not hesitate to prescribe this remedy.

IT HAS CURED CASES

when all other remedies have failed.

Consumptives, do not despair because all the remedies you have tried have failed, but

TRY THIS GREAT REMEDY.

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Will be sold at bargains unprecedented for cheapness, in order to make room for the

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Good Union Cloth Coat from	$4 00 to $7 00
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" " Vests,	1 25 to 2 25
Harris' Cassimere Pants,	5 00
" " Vests,	2 50
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CHILDREN'S CLOTHING

AT COST!

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Two Presents valued at $3,000 each	6,000
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Ten Presents valued at $300 each	3,000
Three Presents valued at $250 each	750
Twenty Presents valued at $225 each	4,500
Fifty-Five Presents valued at $200 each	11,000
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Twenty Presents valued at $75 each	1,500
Ten Presents valued at $50 each	500
The remaining Presents consists of articles of use and value, appertaining to the diffusion of Literature and the fine arts	$82,000
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THREE DOLLAR ENGRAVINGS.

Any person paying THREE DOLLARS will receive the beautiful Steel Plate of

"HOME FROM THE WAR,"

and Three Certificates of Stock, becoming entitled to Three Presents.

FOUR DOLLAR ENGRAVINGS.

Any person paying FOUR DOLLARS shall receive the large and beautiful Steel Plate of

"THE PERILS OF OUR FOREFATHERS,"

and Four Certificates of Stock, entitling them to Four Presents.

FIVE DOLLAR ENGRAVINGS.

Any person who pays FIVE DOLLARS shall receive the large and splendid Steel Plate of

"THE MARRIAGE OF POCAHONTAS,"

and Five Certificates of Stock, entitling them to Five Presents.

The engravings and Certificates will be delivered to each subscriber at our Local Agencies, or sent by mail, post paid, or express as may be ordered.

HOW TO OBTAIN SHARES AND ENGRAVINGS.

Send orders to us by mail, enclosing from $1 to $20, either by Post Office orders or in a registered letter, at our risk. Larger amounts should be sent by draft or express.

10 shares with Engravings	$9,50
25 shares with Engravings	22,50
50 shares with Engravings	46,50
75 shares with Engravings	69,00
100 shares with Engravings	90,00

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HENRY CORMAN, Esq., Agent Adams Express Philadelphia, Pa.
J. E. COE, Esq., of Joy, Coe & Co., Philadelphia.

TREASURY DEPARTMENT, D. C., April 13, 1867.—Office of Internal Revenue: Having received satisfactory evidence that the proceeds of the enterprise conducted by the "Washington Library Company" will be devoted to charitable uses, permission is hereby granted to said Company to conduct such enterprise exempt from all charge, whether from special tax or other duty.
E. A. ROLLINS, Commissioner.

The Association have appointed as Receivers, Messrs GEORGE A. COOKE & CO., 33 South Third street Philadelphia, whose well known integrity and business experience will be a sufficient guarantee that the money intrusted to them will be promptly applied to the purpose stated.

PHILADELPHIA, PA., May 20, 1867.

To the Officers and Members of the Washington Library Co., N. S. READ, Secretary.

Gentlemen:—On receipt of your favor of the 15th inst., notifying us of our appointment as Receivers for your Company, we took the liberty to submit a copy of your Charter, with a plan of your enterprise, to eminent legal authority of the State, and having received his favorable opinion in regard to its legality, and sympathizing with the benevolent object of your Association, viz: the education and maintenance of the orphan children of our soldiers and sailors at the Riverside Institute, we have concluded to accept the trust, and to use our best efforts to promote so worthy an object.
Respectfully, yours, &c.,
GEO. A. COOKE & CO.

Address all letters and orders to
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STALMO & DOHERTY, agents for Titusville and vicinity, where samples of the engravings can be seen and tickets procured.

Up-codd-wlm

TO OIL MEN.

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Petroleum Torpedo

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OFFICE AT THE RED PLANING MILL.

Heretofore we have in our circulars, alluded to a series of experiments being made with Nitro Glycerine and other explosives. We now announce that we have succeeded, even beyond our most sanguine expectations, as regards the safety of handling, also the unprecedented force and power manifested by a skillful combination whereby the size of the Torpedo is lessened and the force many times multiplied and are now prepared to operate on wells with any of the above named explosives—either with our improved combination or our old Combination Torpedo, which has a recorded utility too well known to need mention here.

8-lb. Nitro Glycerine, equal to 64 lbs. powder	$150
16-lb. " " 128 lbs. powder	200
Combination equal to 100 lbs. powder	150
Improved combination, eq. to 150 lbs. powder	200
Double combination, equal to 200 to 1000 lbs. powder	$200 to 500

CAUTION.—The public is cautioned against employing any but the regularly authorized agents of this Company, since their patent, according to the recent decision of the Commissioner of Patents for the United States, covers the use of the Torpedo and all other explosive materials for oil wells, and the use of such materials by other parties is a direct infringement of their rights, and we shall hold land or working interests to a strict accountability for such infringements.

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Agent for Tarr, Blood and Rynd Farm, James Sanders; Agent for Central Farm and Petroleum Centre Levi Mason; Agent for Benneboff and Stevenson Farm, W. B. Snow, Sup't. Harley's Pipe Line; Agent for Pithole and vicinity, A. H. Simpson; Agent for Tidioute, N. M. Barney; Agent for State of West Va., James B. Elliott.

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EASTMAN'S STEEL JARS,

the same as those manufactured by Gibbs, Wheeler & Russell, who, with ourselves, are alone authorized to manufacture the same.

We are authorized by the patentee, Mr. C. K. Eastman, to caution the public against using Steel Jars made by the firm of Bryan, Dillingham & Co., as they will be prosecuted for an infringement of the patent on the same, and those using Steel Jars made by them will be equally liable.

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NOTICE.

JAMES PARKER & CO. have constantly on hand a well assorted stock of SEASONED LUMBER, consisting of Pine, Hemlock and Hardwood. Orders left a 91 West Spring street, will receive prompt attention

Titusville, Nov. 13th 1866. no14dly.

RAILROADS.

ATLANTIC AND GREAT WESTERN RAILWAY.

CHANGE OF TIME. AUGUST 26, 1867.

SUMMER ARRANGEMENT.

Two Through Express Trains between CLEVELAND and NEW YORK.

On and after Monday, Aug. 26 1867, trains on the A. & G. W. Railway will arrive at and depart from Corry, at the following hours:

EASTWARD BOUND.

	ARRIVE.	DEPART.
Night Express	11.50 A M	11.55 A M
Mail	5.05 P M	5 10 P M
Cincinnati Express	8 55 P M	9 00 P M

WESTWARD BOUND.

	ARRIVE.	DEPART.
Night Express	1.54 P M	2 00 P M
Mail	9 20 A M	9 30 A M
Day Express	1.13 A M	1.15 A M

Night Express leaves Meadville 10.20 a. m., arrives Salamanca 2 00 p. m.

Cincinnati Express leaves Meadville 7 30 p. m., arrives Salamanca 11.15 p. m.

Mail leaves Meadville 1 40 p. m., arrives Salamanca 10 00 p. m.

Night Express leaves Salamanca 11 4 p. m., arrives Meadville 3 30 p. m.

Day Express leaves Salamanca 11 00 p. m., arrives Meadville 2 40 a. m.

Mail leaves Salamanca 4 10 p. m., arrives Meadville 1 00 p. m.

The standard time of this road is *twenty* minutes slower than Philadelphia & Erie, and Oil Creek Railroad time. From Salamanca to Jamestown 34 m, to Corry 60¾ m, to Meadville 102¾ m.

This road connects at Corry with Philadelphia & Erie Railroad, east and west: with Oil Creek R. R. for Titusville and the Oil Regions; the Cross Cut R. R., for Buffalo, and with the Franklin Branch at Meadville

L. D. RUCKER, Gen'l Sup't.

O. S. LYFORD, Div. Sup't.

FRANKLIN BRANCH A. & G. W. R. R.

AUGUST, 26, 1867.

WESTWARD BOUND.

EXPRESS—Leaves Oil City at 9.20 A. M., arrives at Franklin 9 48 A. M., and Meadville at 11 20 A. M.

ACCOMMODATION—Leaves Oil City 4 00 P. M., arrives at Franklin 4 45 P. M., and Meadville at 7:00 P. M.

ACCOMMODATION—Leaves Oil City at 8 15 P. M., arrives at Franklin at 8 55 P. M., and Meadville at 11:10 P. M.

EASTWARD BOUND.

EXPRESS—Leaves Meadville at 6 00 A. M., arrives at Franklin 8.15 A. M., at Oil City 9 00 A. M.

EXPRESS—Leaves Meadville 1 20 P. M., arrives at Franklin 2:45, and at Oil City 3 40 P. M.

ACCOMMODATION—Leaves Meadville at 4 00 P. M., arrives at Franklin 7 00 P. M., and at Oil City 7.50 P. M.

N. B. The standard time of this road is *twenty* minutes *slower* than Philadelphia & Erie and Oil Creek R. R. time. Trains on this road connect at Oil City with Warren & Franklin R. R. east for Tidioute and north for Petroleum Centre and Titusville; at Meadville east and west with A. & G. W. R. R.

D. McLAREN, Gen'l Sup't.

C. W. BRADLEY, Div. Sup't.

FARMERS' RAILROAD.

(Warren & Franklin Lessee.)

MONDAY SEPTEMBER 5, 1867.

The Trains will leave Petroleum Centre and Oil City as follows:

DOWN CREEK.

Leave Petroleum Centre.		Arrive at Oil City.
Mail	8.40 A. M.	9.15 A. M.
Through Freight	9.50 A. M.	11:35 A. M.
Express	4 00 P. M.	4.35 P. M.
Local Freight	5 09 P. M.	7.00 P. M.
Oil	2.00 P. M.	3.35 P. M.

UP CREEK.

Leave Oil City.		Arrive at Petroleum Centre.
Express	10 00 A. M.	10.32 P. M.
Mail	4 25 P. M.	5 00 A. M.
Through Freight	2 45 P. M.	4 53 P. M.
Local Freight	7 00 A. M.	8:15 A. M.
Oil	11:35 A. M.	1 00 P. M.

The Express and Mail trains run to Tidioute and Irvineton without change of cars, and connect at Oil City with Franklin Branch and at Petroleum Centre with Oil Creek R. R. See Tables. Standard time of this road is the same as Oil Creek R. R., but *twenty* minutes faster than Franklin Branch and A. & G. W. R. R. A. J. CASSATT, Supt.

BUFFALO AND ERIE RAILROAD.

On and after Monday, Aug 15, 1867, Passenger Trains will run on this road as follows:

LEAVE ERIE—GOING EAST.

Cincinnati Express 7:35 p. m., stopping at Northeast, Westfield, Dunkirk, Brocton and Silver Creek, arriving at Buffalo 10 40 p. m.

Day Express, 2.00 p. m., stopping at Northeast, Ripley, Westfield, Dunkirk, Silver Creek and Angola, arriving in Buffalo 5 20 p. m.

Mail and Accommodation, 6 30 a. m., stopping at all stations, arriving in Buffalo 10.40 a. m.

New York Express, 10:20 a. m., stopping at Westfield, Brocton, Dunkirk, Silver Creek, Angola, arriving in Buffalo at 1:35 p. m.

Night Express, 1.50 a. m., stopping at Ripley, Westfield, Dunkirk and Silver Creek, arriving in Buffalo at 5.05 a. m.

The Express trains connect at Dunkirk and Buffalo (the Night Express at Buffalo only,) with Express trains for New York, Philadelphia, Boston, &c.

LEAVE BUFFALO—GOING WEST.

Toledo Express, 6 30 a. m, stopping at all stations, except Walden, Ripley Crossings, Morehead and Wesleyville arriving at Erie 10:20 a. m.

Day Express, 12:25 p. m., stopping at Angola, Silver Creek, Dunkirk, Brocton, Westfield, North East, arriving at Erie 4:10 p. m.

Mail and Accommodation, 4 00 p. m., stopping at all stations, arriving at Erie 8:50 p. m.

Night Express, 12.10 a. m., stopping at Silver Creek, Dunkirk, Westfield, arriving at Erie at 3:20 a. m.

Steamboat Express, 3:00 p. m., stopping at Angola, Silver Creek, Dunkirk, Brocton, Westfield and North East, arriving at Erie 12 36 a. m.

Freight trains leave Erie, eastward, at 5:00 a. m., 7.00 a. m., 1.50 p. m. and 6:30 p. m.; and leave Buffalo, westward, at 5 05 a. m., 3:00 a. m., 8:30 a. m., 4:05 p. m. and 6 15 p. m.

The Day Express west, connects 2:45 p. m., at Brocton with Buffalo & Oil Creek Cross Cut R. R., for Corry and Oil Creek, without change of cars at Corry.

Railroad time is 10 minutes faster than Erie Time.

ap20'67 H. N. BROWN, Sup't.

RAILROADS.

The following Tables have been carefully compiled from the changes recently made and can be depended upon for entire accuracy.

OIL CREEK R. R. TIME TABLE.

TAKES EFFECT WEDNESDAY, JULY 3, 1867

NORTHWARD BOUND TRAINS.

EXPRESS—Leaving Boyd Farm 6 00 a. m., TITUSVILLE 6 50 a. m., arrives at Corry at 8.05 a. m., running through to Brocton without change of cars.

MAIL—Leaving Boyd Farm 12 00 p. m., TITUSVILLE 12 34 p. m., arrives at Corry 2.05 p. m.

FREIGHT No. 2—Leaving Boyd Farm 7 45 a. m., TITUSVILLE at 8 50 a. m., arrives at Corry 11:00 a. m.

FREIGHT No. 4—Leaving Boyd Farm at 6 45 a. m., TITUSVILLE 9 45 a. m., arrives at Corry 12:15 p. m.

WAY FREIGHT No. 6—Leaving Boyd Farm at 2:30 p. m., TITUSVILLE 3 55 p. m., arrives at Corry at 6:55 p. m.

TITUSVILLE AND BOYD FARM ACCOMMODATION—Leaving Boyd Farm 6.00 p. m., arrives at TITUSVILLE 6.40 p. m.

SOUTHWARD BOUND TRAINS.

MAIL—Leaving Corry 9 35 a. m., TITUSVILLE 10 47 a. m and arrives at Boyd Farm 11:35 a. m.

EXPRESS—Leaving Corry 5:40 p. m., leaves TITUSVILLE 7:17 and arrives at Boyd Farm 7:50 p. m.

ACCOMMODATION—Leaving Corry 7.00 p. m., leaves TITUSVILLE 9.10 p. m., arrives at Boyd Farm 10:00 p. m

TITUSVILLE AND BOYD FARM ACCOMMODATION—Leaving TITUSVILLE 7:00 a. m., arrives at Boyd Farm 7:45 a. m.

FREIGHT No. 1—Leaving Corry 1:35 p m., arrives at TITUSVILLE 3 55 p. m., arrives at Boyd Farm at 5 00 p. m.

WAY FREIGHT No. 5—Leaving Corry 7 00 a. m., TITUSVILLE, 10:57 a. m., arrives at Boyd Farm 12 40 p. m.

Trains North connect at Corry with Philadelphia and Erie Railroad, making close connection with the Lake Shore Trains for all points East and West.

Passengers leaving Boyd Farm at 6:00 a. m., make close connections with the Atlantic and Great Western Railway at Corry, for Pittsburgh, via Clarksville and Ravenna, arriving in Pittsburgh same evening. Also, with Philadelphia and Erie Railroad for Erie, Cleveland, and without change of cars to Brocton, there connecting with Buffalo and Erie Railroad for Buffalo, and New York Central Railroad for the East.

Passengers leaving Boyd Farm at 12 00 a. m., make connections with Express Train on A. and G. W. Railway for the East and West, and with the P. and E. Railroad for Erie and the West, via Cleveland and Erie and East via Buffalo and State Line Railroads.

All passenger trains connect with trains of the Buffalo and Cross Cut Railroad.

H. F. SWEETSER, Sup't.

1867. 1867.

PHILADELPHIA AND ERIE R. R.

WINTER TIME TABLE.

Through and direct route between Philadelphia, Baltimore, Harrisburg, Williamsport and the Great Oil Region of Pennsylvania.

ELEGANT SLEEPING CARS ON ALL NIGHT TRAINS.

On and after MONDAY, OCTOBER 14th 1867, the trains on the Philadelphia & Erie Railroad will run as follows:

WESTWARD.

Mail Train leaves Philadelphia	8.00 P. M.
" " " Corry	6 58 P. M.
" " arr at Erie	8.15 P. M.
Erie Express leaves Philadelphia	12.00 noon
" " " Corry	7.55 A. M.
" " arr. at Erie	9 15 A. M.
Warren Accom. leaves Warren	12.55 P. M.
" " " Corry	2.21 P. M.
" " arr. at Erie	4 05 P. M.

EASTWARD.

Mail Train leaves Erie	10.40 A. M.
" " " Corry	12.25 A. M.
" " arr. at Philadelphia	8 55 A. M.
Erie Express leaves Erie	4 25 P. M.
" " " Corry	6.17 P. M.
" " arr. at Philadelphia	1.00 P. M.
Warren Accom. leaves Erie	7.40 A. M.
" " " Corry	9 45 A. M.
" " arr. at Warren	11 05 A. M.

Mail and Express connect with all trains on WARREN & FRANKLIN RAILWAY. Passengers leaving Philadelphia at 12 00 m., arrive at Irvineton at 6.50 a. m., and Oil City at 9.50 a. m.

Leaving Philadelphia at 8.00 p. m., arrive at Oil City at 4 45 p. m.

All trains on Warren & Franklin Railway make close connections at Oil City with trains for Franklin and Petroleum Centre. BAGGAGE CHECKED THROUGH.

ALFRED L. TYLER, General Superintendent.

BUFFALO & OIL CREEK

CROSS CUT RAILROAD TIME TABLE,

Takes effect Monday, August 5th, 1867.

NORTHWARD.

Buffalo Accommodation leaves Corry 5 45 a. m., Clymer 6 12, Sherman 6 52, Summit 7 00 Mayville 7.22, arriving at Brocton 8.15, connecting with B. & E. R. R., arriving at Buffalo 10.40 a. m.

Express train leaves Corry 8 25 a. m., Clymer 9 05, Sherman 9 55, Summit 10.10, Mayville 10 40, and arrives at Brocton 11:30, connecting with Express on Buffalo & Erie Railroad, arriving at Buffalo 1.35 p. m.

Accommodation leaves Corry 5:20 p. m., stopping at all stations, arrives at Brocton 8:40, and at Buffalo, per B. & E. R. R., at 10.40 p. m.

SOUTHWARD.

Accommodation train leaves Brocton (on arrival of 6 30 train from Buffalo,) at 8:50 a. m., stopping at all stations, arrives at Corry at 11:45 a. m.

Express leaves Brocton, (on arrival of 12.25 p. m. train from Buffalo,) at 2:50 p. m., Mayville 3 36, Summit 3 53, Sherman 4.06, Clymer 4 39, and arriving at Corry at 5 05, connecting without change of cars on O. C. R. R. for Titusville, and Boyd Farm.

Corry Accommodation leaves Brocton 6 45 p. m., Mayville 7 42, Summit 8 10, Sherman 8 30, Clymer 9 25, arriving at Corry at 10 00 p. m.

Chautauqua Lake Steamer leaves Mayville, for Jamestown, every afternoon on arrival of Express from Brocton. A. R. TREW, Sup't

June 17, d&wtf

NEW YORK CENTRAL RAILROAD.

ON AND AFTER OCTOBER 1st, 1867,

Trains leave Buffalo eastward (without change of cars for New York.)

5.45 A. M., Buffalo Express arrives at Rochester 8.95; Syracuse, 11.05; Utica, 12 55 p. m.; Albany, 4 40; New York, 10 30; Boston, 12 00 midnight.

6.00 A. M., Accommodation to Rochester, stopping at all stations, arriving at 11 15.

7.30 A. M., Steamboat Express arrives at Rochester at 9 55; Syracuse, 1.10; Utica, 3 40; Albany, 7.45; New York, 6.00 a. m.; Boston at 6 00 a. m.

2.20 P. M., Second Cincinnati Express arrives at Rochester, 4.45; Syracuse, 7.50; Utica, 10.00; Albany, 1.40 a. m.; New York, 7 00.

3.20 P. M., Mail to Port Byron, stopping at all stations, arriving at 10.46 p. m.

6.00 P. M., Cleveland Express arrives at Rochester 8.40, Syracuse, 12.05 a. m.; Utica, 2.05; Albany 6 00; New York, 12.00 m.; Boston, 4 00 p. m.

11.20 P. M., First Cincinnati Express arrives at Rochester, 1 30 a. m.; Syracuse, 4.10; Utica, 6.50; Albany, 9 40; New York, 3.15 p. m.; Boston, 5 00 p. m.

Trains for Niagara Falls, Suspension Bridge and Lockport, leave at 6 05; 9 00 a. m. and 12.05, 2.40, 4 ? 6 50 p. m.

Trains leave Rochester for Syracuse via Auburn Road at 6 05, 8 05, 9 00 a. m. and 12 30, 6 20 p. m.

Express trains from Albany arrive at 6:20, 12 00 midnight, 5 00, 12 25 p. m., Accommodation 3.45 p. m., and 10.40 a. m.

New York Central Railroad time is twenty minutes faster than Buffalo time. Luxurious Sleeping Cars attached to each Night Train on this road

J. TILLINGHAST, Ass't Superintendent.

D. CHITTENDEN, Western Passenger Agent.

☞ Through Tickets secured and Sleeping Car Births engaged at N. Y. C. R. R. Ticket Office, 67 Exchange street, Buffalo feb12-wtf

NEW AND MOST DIRECT ROUTE TO THE OIL REGION.

WARREN & FRANKLIN RAILWAY

AND

FARMERS' RAILROAD.

(Warren & Franklin Railway Co. Lessee.)

1867. FALL ARRANGEMENT. 1867.

From Monday, Sept. 9, 1867, trains leave Irvineton, at junction of Philadelphia and Erie Railway, 60 miles from Erie, stopping at all principal stations as follows:

GOING WEST TO OIL CITY AND PETROLEUM CENTRE.

7.05 A. M. Express, arrives Tidioute at 7.56 a. m., Oleopolis at 9.22 a. m. (connecting there with trains for Pithole), Oil City 9 50 a. m., and Petroleum Centre 10 32 a. m.

1.35 P. M. Mail, arrives Tidioute 2.27 p. m., Oleopolis 3 59 p. m. (connects with train for Pithole City), Oil City 4.30 p. m., and Petroleum Centre 5.09 p. m.

GOING EAST FROM PETROLEUM CENTRE.

8.40 A. M. arrives Oil City 9.15 a. m., Oleopolis 9.57 a. m., Tidioute 11 32 a. m. and Irvineton 12 25 p. m.

4.00 P. M. arrives Oil City 4 35 p. m., Oleopolis 5 11 p. m., Tidioute 6.44 p. m. and Irvineton 7 35 p. m.

Trains connect at Petroleum Centre with Oil Creek R. R. for Titusville and the North; at Oil City with Franklin Branch for Franklin, Meadville and the West, and at Irvineton with Philadelphia & Erie R. R. East and West. Standard time *twenty* minutes faster than Franklin Branch and A. & G. W. R. R. time.

Passengers will find this road a safe, pleasant and the shortest route to and from the oil region.

All trains West from Irvineton leave after arrival of trains on P. & E. R. R.

Be sure and ask for Through Tickets via Warren and Franklin Railway, the Great Short Route to the Oil Region. A. J. CASSATT, Superintendent.

dec14&wly

Chautauqua Lake.

The steamer Chautauqua will leave Jamestown every morning (except Sundays) at 8 o'clock connecting at Mayville, with the Express train on the B. & O. C. C. R. R. enabling passengers to reach Brocton on the Lake Shore R. R. at 11 30 A. M. and Buffalo at 1 35 P. M. The steamer will leave Mayville for Jamestown on the arrival of the Express train from Buffalo due at 3.36 P. M. connecting at Jamestown with the A. & G. W. trains East and West.

Extra trip made on Wednesday of each week, leaving Mayville at 11 A. M. or upon the arrival of the Express train on the B. & O. C. C. R. R. from Corry; arrive at Jamestown at 1 P. M., leave Jamestown at 4 P. M.; arrive at Mayville at 6 P. M., and then return to Jamestown.

The steamer has been thoroughly repaired and fitted up with an additional deck, adding largely to the comfort of passengers.

jy9.1f HILL, MURRY & CHASE.

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